

Old Henry Road Subarea Plan Executive Summary

Vision/Purpose

The Old Henry Subarea Plan was developed to provide land use, transportation and urban design guidelines and capital improvement recommendations that are necessary to plan for growth and preserve the character of the area. The purpose of this plan is to more closely link land use and transportation improvement decision making at the local level, particularly for areas experiencing rapid growth. This plan provides a coordinated set of land use and transportation recommendations to be used by the Planning Commission and Metro Council in their reviews and evaluations of development proposals.

Community Form/Land Use

Recommendation No. 1 – SUBAREA GATEWAY

- The Old Henry Road/Snyder Freeway Interchange and its immediate surroundings should be planned as a “gateway”. The function and physical appearance of this gateway should be integrated and consistent with the character of the areas it serves as a gateway:
 - The “Gateway” area should include the Old Henry Road corridor between Bush Farm Road and the new Eastpoint Business Center access road.
 - A master landscape and signage plan should be developed to accomplish a unified appearance for the gateway. This plan would be implemented as properties within the corridor are developed or redeveloped.
 - Property access and land uses within the gateway corridor should be managed to avoid concentrating turning movement demands in close proximity to the interchange ramps. Where access to Old Henry Road is permitted within the gateway corridor, acceleration and deceleration lanes should be provided to preserve capacity for through movement of traffic.

Recommendation No. 2 – EASTSIDE RESIDENTIAL COLLAR

- Preserve a "residential collar" of neighborhoods within the Old Henry Road Subarea. Permit medium density residential development only in designated locations with adequate buffers.
 - Do not permit re-zonings within the designated residential collar to a classification that would permit high-density residential or non-residential developments.
 - Plan and implement a local road system that integrates neighborhoods within the "collar", connects neighborhoods with planned civic uses, and provides a "hard edge" to separate the residential collar from non-residential and high density land uses.

- Encourage the use of cluster development techniques within the residential collar only when supporting a strategy to preserve open space and habitat corridors. Such corridors would include Floyd's Fork and any planned and designated corridors that would link neighborhoods with park and open space resources in the subarea.
- Incorporate site planning, buffer area and landscape design measures at the edges of new infill neighborhoods within the "collar" to ensure a compatible transition to lands that remain in residential, rural or agricultural use.

Recommendation No. 3 – COMMUNITY RETAIL SHOPPING

- Opportunities for community scale retail shopping should be focused at the I-265 interchange with LaGrange Road, and within existing sites located at Westport Road and along Shelbyville Road in Middletown.
 - Inventory and monitor the commercially zoned base to ensure that sufficient land is available near the I-265 interchange with LaGrange Rd. to provide sites for community scale retail shopping.
 - Require market support analysis and justification for rezoning proposals to establish community for rezoning proposals to establish community scale retail shopping centers in locations within the subarea. Such market studies should take into consideration available commercially zoned land and built space within five miles of the proposed rezoning site. Rezoning should not be recommended for approval without a substantial justification of need as demonstrated by the market analysis.

Recommendation No. 4 – CIVIC USES

- Provide incentives that encourage civic land uses to locate central to and serve the Old Henry Subarea “residential collar”. Provide sufficient land to accommodate: public and/or private school sites; churches; public health and safety facilities such as a police substation and fire station; transportation/transit facilities such as park ‘n ride lots; a post office; park and recreation sites and facilities to include community center; and other similar uses.
 - Establish an overlay district that could be used to identify an area appropriate for such uses and establish civic design guidelines to ensure compatibility with surrounding uses and neighborhoods. Incentives should be incorporated in the district to encourage the development of civic uses. The geographic area of the civic center overlay district should be consistent with the area depicted on the Subarea Plan.

Recommendation No. 5 – EASTPOINT BUSINESS SUPPORT USES

- Commercial, hotel/motel and other service oriented uses which support the workplace uses should be located within or adjacent to workplace areas as identified in the Subarea Plan.

- Monitor implementation of the Eastpoint Business Center General Plan to ensure that sufficient appropriately zoned lands are retained for such support uses as restaurants, specialty retail, hotels/motels, dry cleaning and similar service establishments.
- Restrict additional commercial support uses to parcels inside the workplace areas. However, in no case should commercial development be permitted within 600 feet of the intersection of English Station Road and Old Henry Road. Workplace uses are, however, permitted within 600 feet of the intersection.

Recommendation No. 6 – A NEIGHBORHOOD CENTER

- Direct medium density residential land uses to locate within an areas designated as "neighborhood center" and "low to medium residential" on the Subarea Plan. The neighborhood center may include residential but other neighborhood serving office and commercial land uses may be permitted. Minimum thresholds, or conditions for approval, for residential and neighborhood serving land uses are described below:
 - Neighborhood serving non-residential land uses should be limited and restricted to all areas west of Bush Farm Road and its extension to Factory Lane. The total retail square footage should be limited to 100,000 square feet.
 - The entire frontage of Factory Lane adjacent to the area designated as "low-medium density residential to a depth of at least 75 feet should be heavily buffered with dense vegetation.
 - Consider allowing transfers of density within the same development site to permit higher density forms of residential uses (garden apartments) in a mix with lower density forms.
 - The preferred method of development of lands within the neighborhood center should be based on the following land use and design guidelines:
 - Single retail uses with a building footprint of greater than 50,000 square feet shall be discouraged;
 - Civic buildings such as schools, libraries, meeting halls, places of worship, and day care facilities should occupy prominent places in the center;
 - Open space should be designed as squares, plazas, or greens and may be associated with buildings.

Recommendation No. 7 – I-265 CORRIDOR WORKPLACE USES

- Generally, workplace uses such as Technical parks, research parks, and corporate Business Centers would be appropriate for this area -Furthermore, these uses should be limited to the area west of the Factory Lane/ Bush Farm Road corridor. Owner- occupied multi-family uses would also be appropriate for this area.

- ❑ Rezoning proposals consistent with this guiding principle should be considered following commitment of funding and the scheduling of construction of the Factory/Bush Farm Road extension.
- ❑ Establish site and architectural design standards to ensure that all permitted structures encourage architectural compatibility with the surrounding areas, including limiting workplace structures within the 1-265 corridor to no more than four stories in height, pedestrian circulation of the workplace, and off-site impacts of lighting, noise and parking are mitigated.

Recommendation No. 8 – ENGLISH STATION ROAD CORRIDOR USES

- ❑ The area east of English Station Road, between Old Henry Road, LaGrange Road and the Eastpoint Business Center should be developed in a manner consistent and compatible with the low-density neighborhood areas to the west.
 - Coordinate future residential development of the east side of the English Station Road corridor to limit the number of access points and encourage joint access where possible.
 - No new non-residential development should front on English Station Road. Non-residential development in the area of the Eastpoint Business Center adjacent to English Station Road should be no taller than two stories in height.
 - Low density residential is considered the most appropriate use for the land parcels east of English Station Road. However, parcels with sufficient depth and appropriate buffering may be considered for development of both low-density residential and non-residential if considered compatible with surrounding residential uses. Any non-residential use of English' station Road should be accessed from Eastpoint Business Center or Old Henry Road; access from English Station Road is not appropriate.

Recommendation No. 9 – REUSE OF QUARRY LANDS

- ❑ A Quarry Site Restoration and Reuse Master Plan should be developed by the property owner, reviewed and approved by the Planning Commission and incorporated in this Subarea Plan:
 - ❑ Encourage early development of the master plan in order to coordinate roadway alignments and access points with adjacent properties.
 - ❑ Consider the extension of Aiken Road north into the Quarry Site as a primary means of ingress and egress for traffic from potential new uses.

Mobility/Transportation

Recommendation No. 10 – TRANSPORTATION SYSTEM

- The transportation system framework for the Old Henry Road subarea should balance the need to move traffic and provide access to property with a need for compatibility of thoroughfares with the planned character of the area.
 - Apply parkway standards for internal subarea thoroughfares. Such standards should require sufficient right-of-way to incorporate landscaped medians and thoroughfare buffers. The internal thoroughfares that should receive this treatment include: English Station Road between Old Henry Road and LaGrange Road; Old Henry Road between English Station Road and, at a minimum, the Oldham line; and, a corridor comprised of Factory Lane, Bush Farm Road and Aiken Road. Setback Requirements on roads not designated as parkways under the Planning Commission's parkway policies will only be required to observe the setbacks as required under the zoning districts.
 - Coordinate with Oldham County for the development of a scenic corridor overlay district that would guide land use and access management decisions within the Old Henry Road Corridor between the I-265 interchange and KY 146 in Oldham County.

Livability/Environment

Recommendation No. 11 – PARK AND OPEN SPACE SYSTEM

- Future residential development in the Old Henry Road Subarea should participate in the implementation of a park and open space system.
 - The park and open space system should be planned include a community scale central park and recreation area/facility, connected to smaller parks/open spaces. These smaller spaces should be located near the intersection of Old Henry Road and English Station Road on the west side of I-265, and at the intersection of the existing Factory Lane with Old Henry Road.
 - Coordinate the development of a park and open space system with stormwater/stream corridors and the planned transportation system, including sidewalks and bicycle paths, to accomplish a multi-objective greenway system serving Old Henry Road neighborhoods.